THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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Det. Bel. Isle & Windsor Ferry, O. 87

AROUND THE LAKES.

CLEVELAND.

The schooner Wend-the-Wave, has been sold to Bay City parties.

Mr. C. H. Ellis, of Milwaukee, has become possessor of the scow Sassacus by purchase.

A steambarge and two towbarges are reported placed in the lumber trade for the season.

The schooner S. H. Kimball, is undergoing extensive repairs in the line of new deck beams and decks.

Mr. Louis DeMay, who has been second engineer in the large steambarge Yakima, is now in the city.

Captain P. G. Minch has sold the schooner H. J. Webb, to Bay City parties for a consideration of $16,000 cash.

Mr. W. C. Richardson and others have sold the schooner Red, White and Blue, to N. C. Alton and others of Lorain for $13,000.

The Globe Iron Works Co., are putting the machinery in the new Lehigh boat. She will be ready to launch about the first of March.

While no ore charters have yet been made, orders have been booked for 700,000 tons of steel rails, which is equivalent to 2,100,000 tons of ore.

Wm. Burgess, of Duluth, who has been in Pittsburg some time looking into the Westinghouse alternating system of incandescent electro light for the plant in Duluth, was in the city yesterday.

It is reported among marine people that Captain Thomas Wilson, has placed two of his vessels for the season in the grain trade. The firm taking them was the Delaware & Lackawanna railway company.

Captain J. F. Frink and Mr. J. H. Jacobs, of Marquette, were in the city yesterday. Both gentlemen have made an extended trip around the lakes and report the prospects for vessel men as being very good for the coming season.

Captain Truman Moore, through Captain T. Wilford, has sold the schooner Monticello, to J. H. Jacobs, of the Marquette & Portage Entry Stone Co., for $6,800. The Monticello is one of the best built canal boats on the lakes and will do good service for her owner.

Captain Thomas Wilford and Captain Truman Moore, of Lorain, are in the city to-day. Captain Wilford will go in the steamer J. H. Devereux next season. Geo. F. Parsons will be engineer. Captain Moore will sail the schooner Alice B. Norris.

We desire to correct a paragraph printed last week, which said that Captain J. Collins, was superintending the construction of the two boats for Hon. James Ash, of Buffalo, at Quayle's yard. The steamboat is under the supervision of Captain Frank Welcome, and the schooner is being looked after by Captain Collins. Both boats are well along.

Messrs. Duffy & Rourke have been making extensive repairs to their schooner Maria Martin, this winter, consisting of new quarters and stern, new hatches and hatch combings, refastening with three-fourths inch iron, recalking all over and other necessary repairs, which places her in first-class shape for the coming season's work.

We are in receipt of a neat pamphlet issued by M. H. Dodge, regarding the merits of oil as a means of quelling the bad effects of a storm. Mr. Dodge holds that his system is as perfect as it can be made and that if a vessel carries an equitable number of these bags, which disseminate oil on the ocean waste there is no combination that can defeat the good ends they are calculated to accomplish.

At the Cleveland drydock the steamer William Edwards in getting new stringers, rail and bulwarks all around, new steel arches ¾ by 14, two on a side, new iron boiler house and stanchions and knees under boiler house deck; her bottom will be searched up and all necessary repairs made. The Allie May is getting a new rudder and other minor repairs. The J. B. Kitchen is getting a new foremast and having some other work done.

Meteorological summary for the week ending February 15, 1888:

Mean barometer	30 46
Mean temperature	18.8
Mean humidity	79.7
Total precipitation	.15
Prevailing direction of wind	N. E.
Total wind movement	1532
Av. cloudiness	5 0
Av. state of weather	Fair.
Max. temperature, highest	47.8
Min temperature, lowest	3.1

W. H. HAMMON, Sergt. Signal Corps, U. S. A.

The lake engineers have two organizations which have heretofore been deemed all sufficient, but it is well known that at the end of the season of navigation some of them are thrown out of employment. Just here is where the American order of steam engineers step in and show their proclivities. The organization last referred to has a membership in all the states of the union. This society was organized in 1886 and had a membership in almost all of the states. Its object is to promote a thorough practical knowledge among members of the order and to assist its members in obtaining employment and help the sick and injured and bury the dead. It has a fund for the relief of widows and orphans and also to assist members who have been incapacitated from work, to gain a livelihood in some manner. It is the purpose of this society to extend the license laws throughout the United States and believing that arbitration should prevail between employer and employe it can at no time take part in any strike. Recognizing the interest of its members as identical, it shall take no part in any project or enterprise that can interfere with due harmony. Neither shall it lend its aid to religious or political purposes. In order to become a member a candidate must be a native or naturalized and resident citizen of the United States and an actively employed engineer. Marine, locomotive or stationary engineers who belong to other organizations are elegible to become members of the American order of steam engineers. The sick benefit is $5.00 per week and the death benefit for the husband is $75.00 and for the wife $35.00. In case an engineer belonging to the association is injured so that he can not gain a livelihood for his family he will be started in business by the association. The Cleveland lodge is Forest City No. 2, No. 1 being in Cincinnati.

DETROIT.

Captain E. G. Merrick, one of the oldest and best known vesselmen on the lakes, died very suddenly of heart disease last Sunday afternoon. He arose as usual, took breakfast and was preparing to go down town when he was stricken down. He was 86 years of age, began business on the lakes in 1842 at Sackett's Harbor, N. Y., afterward came to Detroit, where he has been for many years.

Mr. J. W. Wescott and others, of Detroit, are reported to have purchased the steambarge Don M. Dickinson, and Comstock Bros., of Alpena, are reported to have purchased the steamer Porter Chamberlain, the latter for the sum of $20,000. It is said the Chamberlain will be commanded by Captain Frank J. Holland the coming season.

GRAND HAVEN.

Special to the Marine Record

The propeller Richmond, disabled in the ice off Grand Haven, is drifting northward, and is opposite White Lake. The steamer Wisconsin is expected to leave Wednesday morning to cut her out of the ice if the weather continues warmer. H.

KINGSTON.

The White Oak has arrived from Oswego with coal. Captain Jos. Dix is an early and late navigator and always makes safe trips. He will get the stick of gum for being the last arrival of the season if Captain Tyo fails to get back from Sackett's Harbor with the Philo Bennett.

OSWEGO.

Captain Cal. Becker late of the schooner American will sail the big schooner, James Mowatt of Chicago, the coming season.

CHICAGO.

Special to the Marine Record.

John Smith, engineer of the steamer Sitka, has returned from Cleveland.

Captain Higgie, president of the V. O. T. Co., has just returned from a six weeks' trip to California.

Captain James Brian has returned to this city from Ann Arbor, Mich., where he has been attending to the wants of a younger brother who is being treated at the medical institution at that place. Captain Jim will be master of the Rhoda Emily another season.

Mr. William Harmon, of the Chicago Towing Co., who, in company with his invalid daughter, went to Texas about two months ago, has returned. The change has proven so beneficial to his daughter that he has decided to have her remain down there until about June 1st.

Messrs. Davison & Holmes, vessel agents, on South Water street, have sold the schooner Evra Fuller for Seymour Coleman, to Edward Warner and B. D. Bung for $4,750.

The propeller Raleigh and her consort, the James Couch, have been taken to the Pacific elevator to load grain for Ogdensburg; terms, private. The schooner Champion goes to Severne's elevator the 15th to load 40,000 bushels of wheat for Buffalo at 4c.

Skillagalee lighthouse tower, located on a bowlder in Lake Michigan, near Bear island, will be torn down and a new one erected in its place.

Captain Shanty Morgan, who is well known along the Wisconsin shore, and who was the originator of the tow barge system of the lakes, is cultivating a large farm near Kalamazoo, Mich.

Manitowoc intends dredging the river to a uniform depth of 16 feet from the harbor piers to the new coal docks.

Captain John Pridgeon comes out in a letter in the Detroit Free Press, denouncing the present exorbitant taxation of vessel property which is making it necessary for Detroit vesselmen to move their interests outside the city limits.

The Graham and Morton line will put the Lora and Puritan on the line between this city and Benton Harbor this season. The Puritan which ca ut last season, did not give satisfaction and this winter has been rebuilt, making the necessary changes. She will be commanded by Captain A. McIntosh and the Lora by Captain Ed Stein, who sailed her last season.

Messrs. Davison and Holmes, have sold the schooner W. H. Dunham, for John Lang, to Thomas Wilson, for the sum of $3800.

Last Monday afternoon, as Mary Peterson, was stepping from the rail of a vessel to the dock, she slipped, feel into the river and must have drowned but for the timely assistance of a sailor, H. J. Smith, who heard her call and climbed down a fender, grasped her by her clothing and held her out of the water until she was rescued.

There has not been the progress made at the drydocks during the past week that vessel men and the proprietors of the docks might wish in consequence of the severity of the weather. Both drydocks have more to do than they possibly can attend to between this and the opening of navigation and they are hindered very materially by cold weather.

James Burnes, the marine engineer who was very badly injured about three years ago by being crushed by some machinery was picked up on the street Monday evening in an apparently dying condition. He was given lodging at the station until something could be done for him.

Wm P. McKelley, of this city has again been appointed steward of the steamer Spokane.

The supply tug Tom Brown which has been tending the crib since the Hackley was disabled, went out last Saturday night in response to a telephone message from Captain McGee, who stated that the ice was rapidly closing around the crib and inlets. The tug worked around in the ice for some time, keeping everything free, and then tied up for the night, leaving the watchman at the crib to keep a lookout. About 5 o'clock Sunday morning the ice field began moving, and before the tug had time to work around and get into shape to meet it, head on, the field pinched her, crushing her amidships in the starboard side, staving in two or three plank below the water line, and she began filling rapidly. Her pumps were set to work, a matrass placed over the hole and she was kept afloat until the coal could be shifted to the port side, throwing her broken planking out of the water. The fire tug Geyser went to her assistance, broke up the ice between the crib and the shore, making a clean passage, and the Brown followed in her wake. She went to Miller Bros.' drydock and in a few hours, she was repaired, and is now ready for service.

The steambarge Robert Holland will tow the barges S. M. Stephenson and Fannie Neil. The White and Friant the barges Annie Sherwood and Parama, in the lumber trade for Bigelow Bros., lumbermen of this city. The Holland will be commanded by Captain J. A. Caldwick and the White and Friant by Captain Owen Jones; chief engineer, G. W. Wilcox.

The prospects are looking very bright for the lumber trade, and lumbermen think unless some unforeseen occurrence transpires this season will be equally as good as last. The cut is considerably less than that of other years in consequence of the heavy falls of snow, making it impossible to work in the woods. The demand promises to be good, nearly all large stocks of lumber being badly broken up, and taking this into consideration with the general prosperity of the country, lumbermen are feeling very good.

Mr. J. H. Jacobs, of the Furst, Jacobs & Co.'s red stone quarries, Marquette, Mich., was in the city last week, making arrangements for next season's business. Mr. Jacobs informed your correspondent that during last year the output of his quarries was 55,000 tons. He has now a force of 250 men, and from the present outlook thinks he will during the year '88 double the production of last season. Mr. Jacobs is a veteran in the stone business. Since he was sixteen years of age he has had charge of and owned some of the largest quarries in the country. In 1871 he went to Northern Michigan and has opened up and had charge of several large concerns, and is now doing a good business at Portage and other points.

Wm. P. Henry, manager of the Lehigh Valley line, was in this city last week. He expects to launch his new steamer about March 1st.

A gentleman, whose name your correspondent is not permitted to use, but if given, would be familiar to many as that of one who is thoroughly acquainted with the situation, in conversation concerning the prospects for vesselmen for the coming season, says: The outlook is not so favorable as it was last year. You will admit the demand for tonnage depends not so particularly upon the production of grain and the output of iron ore, but upon the demand for and consumption of these articles. There is no demand upon Chicago from the eastern markets for grain, very little for corn. The corn we have is not the proper grade and quality to command good prices. Shippers have plenty of storage for what comes in, and they are in no hurry to ship, believing that by waiting until later they will get better prices and lower freights. This fact explains the visible inactivity so noticeable in marine circles. Speaking of the iron ore trade, he says: Consumers of ore have good stocks on hand. Rolling mills and blast furnaces have not, during the winter, used the supply in stock last fall. They are waiting the results of labor movements, railroad operations and tariff questions. While, on the other hand, ore producers are putting forward every effort to increase the output as much as possible, and before the mill and furnace men are ready to buy. Producers will be anxious to sell, which means cheaper prices for ore and less freights for carrying. The low stage of the water in the lakes will not affect freights so materially as is anticipated. The water is lower of course, but, caused largely by the hot dry summer and rainless fall of last year, but the large quantities of snow and ice north, with the usual spring rains we may expect, will do much toward remedying that difficulty, and will bring the water level to very nearly, if not fully the same as last year. That this will be a fair season there is no doubt, but with these facts in views, and the 70,000 extra tons of carrying capacity, it will not equal last year nor the expectations of many who are building and equipping new boats.

That the name of Farragut still has its attraction for the man who served under the famous admiral was evinced recently, when a number of his old associates met at the Union League club. The gentlemen are all members of the Farragut Veteran association of the west, and they were the guests of Mr. R. S. Critchell. Those who gathered in one of the private parlors were Messrs. C. W. Adams, R. S. Critchell, J. W. Page, H. L. Wait, E. W. Brooks, D. B. Hubbard, C. V. Warren, S. J. Jones, G. W. Edmonson, F. S. Bassett, W. S. Kaufman, J. J. Sullivan, C. B. Plattenberg, C. B. Wright, R. B. Organ, J. H. Luce, F. L. Strong, T. L Johnson, L. C. Stebbins, T. H. Burke, and Jesse Sherwood, Lieutenant F. S. Barrett read a very able and interesting paper entitled "The Battle of the Ironclads." This was followed by a supper and the usual conference common to congenial spirits. It is requested that any men who served under Ferragut, and who would like to meet their old comrades occasionally, communicate with Mr. T. H. Burke, No. 14 Ashland block.

HOPKINS.

BAY CITY.

Special to the Marine Record.

J. H. Goff, an attorney from Sault ste Marie, has been in East Saginaw for the past few days, taking testimony in a suit for damages, commenced by the John Spry Lumber Co., of this city, against L. P. Mason, Gurdon Corning, and others, of East Saginaw, owners of the propeller C. H. Green. The suit is the result of an accident which occurred on the evening of the 3d of October, 1887, in the Sault ste Marie river, when the propeller Green, ore laden, with a consort of three barges, came in contact with and broke up a raft containing 1,000,000 feet of pine logs, owned by the John Spry Lumber Co. The accident, the lumber company claims, was due to carelessness on the part of the officers on board the propeller Green, and they ask for $25,000 damages. In answer to the suit the vesselmen claim that the accident was due to neglect on the part of the lumber company, whose logs were 100 feet from boom limit and occupied a part of the navigable channel of the river.

Another suit has grown out of the above. The owners of the propeller Green vs. the John Spry Lumber Co. for malicious prosecution, the lumber company having caused the propeller Green to be tied up in an illegal manner and without cause. They, in turn, pray and sue for $25,000 damages. H.

PORT HURON.

Special to the Marine Record.

The barge Burnsides is in the Wolverine dock and will be entirely overhauled and a new steel arch put in.

Captain D. Hutchinson will sail a boat in Botsford's Lake Superior line.

The A. J. Wright will change hands without a doubt before this goes to press. The Spry Lumber Co. will be the purchasers.

Things are very dull in marine circles just now.

Captain S. B. Grummond was in the city one day last week.

Captain W. W. Stewart was on a business trip to Buffalo. No. 4.

THE BOARD OF INDUSTRY.

The monthly meeting of the board of industry held in the board of trade rooms, was short, but of unusual interest. The printed report of the harbor of refuge extension committee was accepted and copies ordered sent to the secretary of war and other officials in Washington. There were no other committees to report and ex-Mayor Gardner, gaining the floor, called attention to a bill recently introduced in congress by Senator Cullom for the purpose of organizing a civil engineering bureau of national harbor and waterway improvements. The bill, Mr. Gardner said, if passed would make radical changes in the service, and as the provisions were not generally known he had drawn up a series of resolutions, in which the plan of Senator Cullom was outlined. Mr. Gardner then submitted the following resolutions:

WHEREAS, A bill known as senate bill No. 1448, recently introduced by Senator Cullom, provides for the establishment, under the war department, of a bureau of harbor and waterways, to be officered by a corps known as the corps of the United States civil engineers and to be located at Washington; this bureau to have full charge, under the war department, of a bureau of a harbor and waterways, to be officered by a corps known as the of the United States civil engineers and to be located at Washington; this bureau to have full charge, under the war department, of the construction, execution, conduct, and preservation of the harbor and waterway works in aid of navigation now completed or possessed, or in the course of construction or operation, by the United States, including what is known as snagging and dredging operations and all such works as may now or hereafter be provided by law, and the making of all examinations, surveys, plans, and estimates relating to harbor and waterway improvements; and,

* * * * * * * * *

Whereas, Said bill provides that each division engineer shall annually report to the department engineer upon the general commercial wants of his division with respect to harbor and waterway improvements, and in forwarding these reports to the chief engineer, each department engineer shall make a similar report, with respect to his department and the advisory board, and the corps of United States civil engineers shall likewise consider the matter in its broad national relation. Each shall report upon the present and probable commercial wants of their respective fields, and they shall consider and report upon them with respect to both their present and probable commercial wants, stating what may be deemed advisable improvements and what are the maximum improvements their harbor and waterways are capable of, it being the intent that all work shall tend to the most perfect class and standard of work, and as far as may be developed into a complete and harmonious national system. The advisory board is directed to recommend to congress the best methods to obtain these results. Also, that all estimates and requirements for this corps, or for the work under it, shall be reported by the secretary of war to the secretary of the treasury, and be by him incorporated in the book of estimates and reported to congress, and

Whereas, Said bill also provides that no appropriations or allotments of money for harbor or water way work shall be expended upon such work, unless it is sufficient to provide for the completion of said work, or unless in addition to the current appropriation, provision shall have been made by law for funds necessary for its completion; provided that this shall not apply to snagging or dredging operations continuous in their nature, or to the operating of work wholly or partially completed, so as to be useful to commerce, such as locks and dams, and if the funds provided are adequate to complete in a permanent manner, a particular part of said work, which shall be and of itself is sufficiently beneficial to commerce to justify the completion of said part, or to work that is designedly of a temporary character; provided, that the funds spent upon a part of a temporary work, shall contemplate as much stability for the part as is contemplated for the whole work, and that the expected benefit to commerce of the partial improvement shall be positive and advisable, it being the intent that no power or discretion shall rest with the engineer or war department to spend public money when they know that the amount applicable is insufficient to serve any useful purpose in connection with benefits to commerce or the completion of the work, and no work shall be done except under a distinct and detailed plan for such work, accompanied by estimates of annual need of funds and of the amount necessary for completion and unless approved and authorized by congress. Funds once appropriated for these works shall remain available for them until covered back into the treasury by congress, but allotments of a general fund, made by executive authority may be changed by order of the secretary of war. That all reports upon the preparation of plans and estimates, and the progress and conduct of works, shall be made to the officer next in authority, to be by him fully transmitted to the secretary of war, and by him to congress at each regular session. That in reporting plans and estimates, as congress may order, and in advising and recommending alterations of plans and estimates, the officer in local charge of the work shall state his views in a report to the division engineer, who shall forward it with his recommendation to the department engineer, who shall similarly forward it to the chief engineer for the consideration of the advisory board; and

Whereas, Since the foundation of the government, to July, 1882, detailed statistics made to the forty-eighth congress show there had been appropriated for rivers and harbors a total sum of $106,299,555. Notwithstanding such enormous expenditure, neither the harbors nor river improvements are adequate to the needs of commerce; and,

Whereas, The immense interests at stake should not be imperiled by serious defects of the present methods employed for securing the adoption of plans and appropriations, and the object of the authorities should be to adopt and execute only such projects as are necessary and useful to commerce, to secure correct plans, economy, and effectiveness in execution, and to avoid waste of public funds in legislation and administration, to secure wise, economical, and practical methods, and to avoid misappropriations so ofter occurring for personal and political purposes, uncalled for by any sense of season, right, or real, necessity for purposes of commerce, we should insist that congress provide a system, suggested by careful conservative thought and practical wisdom, whereby work only of merit and necessary importance will be considered and recommended with an assurance that the most skillful, professional, and mechanical aids are employed; that the most practical and valuable plans may result, with a reasonable certainty of immediate adoption, and securing adequate appropriations for a prompt commencement and continuous prosecution of the work to rapid completion; and

Whereas, A careful review of the provisions suggested by Senator Cullom, in his senate bill, known as No. 1448, recently introduced, convinces us that they are of meritorious worth, and in keeping with called for chances from present methods and applications, and that by the adoption of said bill we are further convinced that costly mistakes and reckless, and sometimes fraudulent waste of public money, will be checked; while no harbor or water way improvement can come before congress without first passing a rigid inspection through various stages, and by the most skillful and able engineers, which fact will induce confidence, cause less difficulty in securing needed congressional action, sufficient appropriation for entire completion, and without the usual loss of valuable time, and consequent necessity for repairs to long standing and unfinished work, give, by prompt completion, the benefits to commerce, that are essential to a prosperous condition; therefore

Resolved, That the board of industry and improvements of the city of Cleveland, having full faith in the practical workings of the plan suggested by Senator Cullom, hereby recommends the adoption of said bill, No. 1448, and urges our representatives in congress to aid in securing its passage.

Resolved, That the secretary be and he is hereby requested to transmit the action of the board to Senators Sherman and Payne and to Congressman Foran.

RIVERS AND HARBORS.

WASHINGTON, Feb. 1.

In the committee rooms of the rivers and harbors committee, Messrs. Rice and Nelson were attentive listeners to able speeches in support of the bill to appropriate $7,000,000 for the improvement of the St. Mary's falls canal and Hay Lake channel. Mr. Ely who is chairman of the executive committee appointed by the "Soo" convention made an able presentation of the facts in support of the bill, in which he cited statistics to show that the average daily tonnage passing through the St. Mary's lock is much greater than the tonnage of the Suez canal. He also pointed out that the tonnage of the canal last year was greater than the combined coastwise and foreign tonnage of the port of New York.

Wm. F. Phelps, secretary of the Duluth Chamber of commerce, followed Mr. Ely. He called attention to the importance of Lake Superior commerce and pointed out that Duluth is nearer to a wide range of country than any other port on the lakes, and that nearly all the northwestern railroads are now bucking each other for a direct connection with the city immortalized by Proctor Knott.

The rivers and harbors committee is favorably disposed toward the bill, but the impression is general that any attempt to pass a separate bill will meet with decided opposition from the friends of any other improvement, and that it would have but little chance of passing in the house.

BILLS OF LADING.

WASHINGTON, D. C., February 9.

In the morning hour the house resumed the consideration of the bill making bills of lading conclusive evidence in certain cases.

Mr. Oates, of Alabama, explained that the object of the bill was to provide that whenever a carrier, whether an individual or a corporation, gave a bill of lading purporting to be for goods delivered, and that bill of lading, for valuable consideration passed into the hands of an innocent purchaser, the carrier should, when suit is brought on the bill, be estoppeed from denying the recital in the bill that the goods were actually delivered.

Mr. Buchanan, of New York, desired to offer an amendment providing that the bill shall not apply in the case of any bill of lading given for goods packed in boxes, barrels, etc., and so described in the bill; but Mr. Oates declined to yield for that purpose.

Mr. Buchanan said that the language of the bill was very unfortunate, and went beyond what its advocate intended. The common carriers would be compelled to refuse to receive goods inclosed in packages until those packages were opened for the inspection of the agents of such carriers, thus interfering very seriously with trade and commerce.

Mr. Davis, of Massachusetts, contended that a purchaser could have no better guarantee than a bill of lading that the goods had been actually intrusted to the common carrier.

Mr. Caswell, of Wisconsin, thought there was little weight in Mr. Buchanan's objection. The common carrier had only to note upon his bill of lading that the contents of the packages were unknown. That was the custom at present.

Mr. Culberson, of Texas, said that the object of the bill was to prevent common carriers from entering into combination with fraudulent or pretended shippers to defraud the public.

Mr. Durham, of Illinois, hoped that the bill would pass in its present shape. Its purpose was to correct abuses which had grown up and to make railroad companies responsible for the action of their agents.

The bill was then passed. The following is the text:

That whenever any common carrier by land or water or its agent authorized to execute and deliver bills of lading, signs and delivers any bill of lading or instrument in the nature thereof purporting to be for goods, wares, or merchandise received by such carrier for transportation from one state to another within the United States, or to any foreign country, such bill of lading or instrument in the nature thereof, in the hands of any bona fide holder for valuable consideration who acquired the same in the usual course of trade without any notice of any defect therein, shall be conclusive evidence that the goods described therein were actually received by such carrier in the manner and for the purpose as therein stated.

CANALS AND SHIP RAILWAYS

Time has demonstrated the wisdom of DeWitt Clinton is securing the construction of the Erie canal, whether he fully comprehended or not the great fact, now quite generally understood by those who have given the matter special thought, that the Great Lakes were to determine the destiny and relative importance of the Atlantic cities as well as those to spring up in the west, that in fact they were to be the controlling influence in shaping the commercial development of the United States. He must have put a high estimate upon the importance of a work that was to absorb thirty or forty million dollars at a time when the whole country had but about 10,000,000 inhabitants. But it is impossible that the prophetic vision of the most far-seeing statesman could have conceived of a Chicago at the other end of the lakes, of inland cities growing from villages to cities of 300,000 inhabitants in thirty years, of single states in the far West with as many miles of railroad as one of the great European states has today. If $40,000,000 was a wise investment at that time, what sum is so large as not to be justified by the situation as we see it now?

People are coming to the conclusion that as fast as they approach the subject that means must be employed to transport large lake steamers from the lakes to the seaboard. So much may be considered settled. It is only a question of means and methods. If the typography of the country or any other obstacle renders a ship canal impracticable, no one who has watched the triumphs of engineering skill has any doubt but that ship railways are to have an important place in the transportation system of the future, and that the portage from the great lakes to the seaboard can be made in that way. Captain Eads had more faith in a ship railway than in a canal across the isthmus, and there are others who think the ship railway will solve the problem of connecting the Atlantic and Pacific. But our present Erie canal transports as many tons of freight as would probably cross the isthmus. So also does the "Soo" canal.

As the lakes constitute by all odds the most important inland system of navigation in the world, so the portage from the lakes to the seaboard is the most important portage in the world. The vast railroad system in the interior connecting with the lakes creates a necessity for a better outlet from the lakes, and this necessity has to confront no obstacles that engineering and mechanical skill and capital will not easily overcome.

In considering the tariff question or that of transportation, or the question of subsidies to steamship lines, we should remember that the internal interests of the country will be of a good deal more importance than foreign commerce for a good many years to come.

That being the case, means of transporting vessels with their cargoes from the great lakes to New York should be one of the first national undertakings. If the canal is practicable, the ship railway is.

There is one consideration, perhaps, in favor of the ship railway. The employment of large, strong iron steamers with very powerful engines on the lakes may render navigation practicable nearly the whole year round.

It may not be generally known, but it is nevertheless true that steamers cross Lake Michigan from Milwaukee to Grand Haven daily in connection with the Detroit & Milwaukee railroad all through the winter season. Occasionally there is trouble in entering the ports on account of ice, but vessels could be built that would plow that up as a farmer's plow turns a furrow. It is possible to build vessels of such size, strength and power as to render the most violent storm harmless.—Duluth News.

CLEVELAND LIKE NEW YORK!

Jos. L. Kohn, practical tailor and cutter, conducting the Merchant Tailoring Department of Kohn & Co., 213 Detroit st., two doors from corner of Pearl, is introducing a new feature, namely: *To take measures* and *make to order* in the nobbiest style according to monthly new fashion plates, Gent's. first-class *Dress Suits, Business Suits, Evening Suits*, single *Pants* and *Vests* for the *same price* as is charged for ready-made clothing store garments. Doing *his own cutting* and measuring, (which alone saves $30 per week) paying no extra Rent, nor for fuel, etc., is what enables him to save every customer these additional taxes, usually charged in high-toned merchant tailor shops. He employs none but first-class tailors, guarantees perfect fit or garments will not be delivered and others made instead to the taste of the customer. KOHN & CO.

VESSEL PROPERTY FOR SALE.

FOR SALE.

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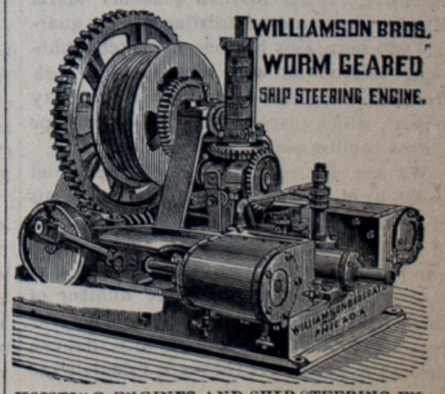

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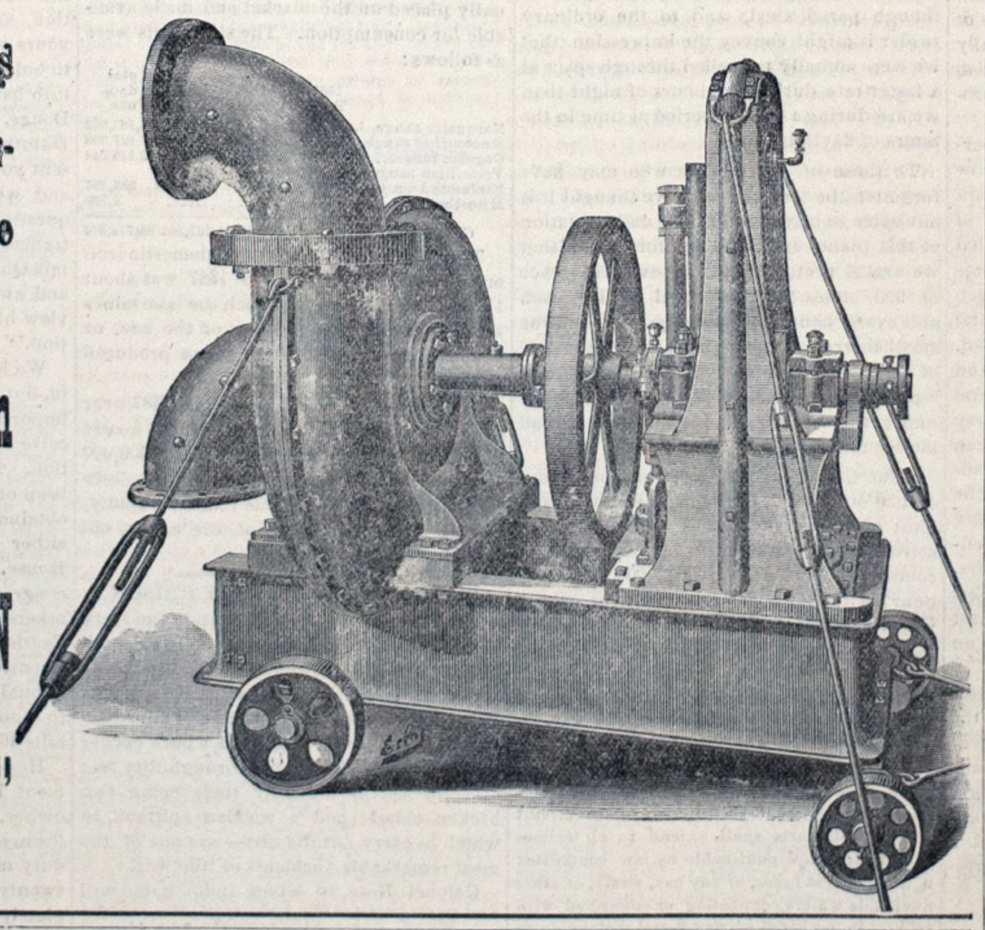

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Marine Record.

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MARINE RECORD—OFFICIAL PAPER.

MAGNETISM OF THE COMPASS.

In this progressive age the day is fast approaching when a wider knowledge of compass deviation and the science and laws of magnetism will have to be more generally recognized by our lake mariners who wish to maintain their excellence in the profession.

The consequences resulting from this particular branch of the business will grow equally with our increasing and important modern shipping, and the development of magnetism in iron ships is a subject that must engage the attention of the maritime community at no distant date. For, even allowing that our compasses are, in the first place, carefully and accurately constructed, and that all modern improvements and mechanical skill are used in the several parts of the instrument; even so, there may still be abundant room for errors to creep in, and it might often be remembered to advantage when fitting out a vessel that the compass that costs the least money is very seldom the cheapest in the end; for a well-made instrument will cost less for repairs, and will be more reliable in cases of emergency during thick weather, etc., will last longer, and give better satisfaction than an inferior article.

But we must not stop here, for, after securing a good and reliable compass, the most suitable location on the vessel will have to be ascertained, and then the resulting errors accurately determined and regularly tabulated afterward by means of well-known, correct magnetic bearings and a careful supervision at all times of the instrument upon which so much depends.

It would seem to us a rational mode if we treated and looked upon our compasses more in the light of a watch, or barometer or any other automatic appliance subject to the usual defects and inequalities of workmanship, and not as an infallible guide and natural determinate piece of correction. As true as the needle to the pole is an exploded aphorism so far as modern navigators are concerned, and the question remains, not how to make and have the needle true, but how to keep well posted in its variations and irregularities during the course of changes it undergoes in moving from one position to another. Nor are we to suppose that our instruments are sometimes right and at other times wrong, for there must be a direct uniformity when the same or similar agencies are at work whether we comprehend or otherwise. Nor does it require a very intricate or difficult study of the science of magnetism to acquire a knowledge of these agencies, but it simply asks for the usual precautions of being observant and noting bearings as they regularly occur during a change of latitude or from other causes, and it has been passed along from hearsay how that a flash of lightning has depolarized the magnetic needle, and a local cause taken control so that the compass would be in error on almost every point you might swing it to.

Yet, at present we believe that we contribute ourselves, more generally than is supposed, to form the errors of an otherwise tolerable instrument, just in a similar way as by rough or thoughtless usage of a time-keeper it is thrown out of its usual running order, and the instrument blamed for inaccuracy instead of ourselves; consequently, the possessor of a well balanced and even working compass ought to prize it accordingly, for it is not every sea-clock that, even with a fair show, will act as it ought to.

THE EARTH'S ROTATION.

To the Editor of the Leader:

In your issue of yesterday you state that a man on the equator is carried about 16,000 miles farther during the twelve hours of night than the twelve hours of day. I confess my ignorance and should like to be enlightened. MARINER. Newburg, O.

Move an orange or apple in a circle, from right to left, around any stationary object, and you will have a rough representation of the movement of the earth on its orbit around the sun. Fix a spot on the orange which is its most forward point, so to speak, in relation to its movement on this circle. Then turn the orange from right to left on its axis, as if on a pivot, at the same time moving it forward on its orbit. When the orange is half turned around, from right to left, the spot will be as far back as possible, on the earth's path. Throughout the half revolution it would face the stationary object representing the sun. This is the equivalent of the man's movement during the day. At sunrise he starts at the most advanced spot on the earth, and at sunset is at the point farthest back upon its orbit. He has not gone so far ahead as the center of the earth has progressed by its diameter, or 8,000 miles. In the twelve hours of night the process is just reversed. He starts 4,000 miles behind the center of the earth and ends at sunrise 4,000 ahead of it, having gone 8,000 miles farther, or 16,000 miles farther than in the twelve hours of day.

The above explanation is perfectly true, though paradoxical, and to the ordinary reader it might convey the impression that we were actually propelled through space at a faster rate during the hours of night than we are during a similar period of time in the hours of daylight.

To those of our readers who may have forgotten the formula, we have thought it is advisable to mention that the daily rotation of this planet is almost uniform and that we travel pretty regularly over the space of 900 miles or an equal of 15° each and every hour in the twenty-four, and the small aberration due to the earth's inequality of movement may be found in almost any reputable almanac on astronomical points under the column of equation of time and hourly difference.

Safer than as our diurnal rotation is concerned our rate of traveling is uniform, and most of our readers will remember that astronomers give 19 miles per second, or in round numbers a mean of 68,000 miles per hour as the annual movement, or orbital velocity of this planet around the sun, which calls to memory the old, well worn lines that

The earth's rotation makes the night and day,
The sun revolving through the ecliptic way,
Effects the various seasons of the year.

MR. ROGERS, Ark., introduced a bill, providing that the criminal jurisdiction of the circuit and district courts shall extend to all crimes and offences now punishable by law committed upon the great lakes, or any bay, strait, or other navigable waters connecting or connected with said lakes, on board of any vessel belonging in whole or in part to the United States or any citizen thereof, with like force and effect as if the same were committed upon the high seas, and that the trial of all such crimes and offenses not committed within any state shall be in the district where the offender is found or into which he is first brought.

SIGNS OF WEATHER.

To the Editor of the Marine Record:

There is not the slightest doubt but that the various changes in the weather herald their approach, and a tolerable knowledge of these signs may be acquired by a careful observer without entering the shadow of the weatherwise, who judge from a narrow, prejudiced and untenable point of view, and in accordance with their own ideas, not based upon reliable or any well authenticated principles.

For instance, we have been told that a long experience on the lakes warranted our informant in saying that a gale of wind would always occur on a Friday, qualifying this assertion by adding a day before or after.

Again, we are assured that if a storm is brewing it will avail itself of the opportunity to whistle along on its own particular curve just at the period of full moon, and instances might be recorded without number where people have set up their own standard and expect the weather to act in accordance with their Wiggins-like prognostications.

It would seem more reasonable to remember that the mercury in a barometer is more sensitive than the most careful observer could ever attempt to be; hence, an excellent authority has said that he who watches his barometer watches his ship. Yet, on the other hand, the above measure is influenced more by the coming weather than the existing state of the atmosphere at the time, which brings to mind the old proverb: "Long foretold, long last, etc." But to leave artificial measures on one side, there are a number of well developed, natural signs which are indisputable, and among them may be mentioned the following:

A red sky at sunset pressages fine weather. A more than usual twinkling of stars is significant of approaching rain, with or without wind. A high dawn or when the indications of daylight are seen above a bank of clouds presages wind. A red sky at sunrise indicates bad weather or much wind; and a low dawn or when the day breaks on or near the horizon indicates fine weather. Also, a clear dry atmosphere or what is known as a good hearing day, may be regarded as the forerunner of rain and probably wind.

These are a few of the weather signs which any ordinary person can hoist aboard without the fear of ever being misled or contradicted. ROPEYARN.

OUTPUT OF IRON ORE.

The Marquette Mining Journal has published revised and corrected tables, showing the output of the Lake Superior mines for 1887, and the entire production of the mines of that region up to date. The table gives the shipments by rail and lake of the different mines, but does not include ore remaining in stock at the mines, or in cars and in the pockets of the ore docks. The figures represent, therefore, the quantity of ore actually placed on the market and made available for consumption. The shipments were as follows:

	1885. Tons.	1886. Tons.	1887. Tons.	Total to date. Tons.
Marquette range,	1,430,416	1,636,883	1,836,953	25,183,592
Menominee range	690,435	880,006	1,193,743	7,427,398
Gogebic range....	119,756	756,572	1,237,704	2,115,044
Vermillion range:				
Min'esota Iron Co	225,484	304,396	394,252	986,257
Miscellaneous ...	441	-------	-------	2,320
Grand total..	2,466,532	3,577,357	4,667,652	35,714,010

The entire consumption of domestic iron ore in the United States in 1887 was about 11,000,090 gross tons, of which the lake mines supplied about 42¼ per cent of the ore, or about 55 per cent of the pig iron produced from native ores.

The production of lake ore in 1887 over 1886 was 1,090,295 tons, of which nearly one-half came from the Gogebic and 300,000 from the Menominee districts. We believe these regions will continue to grow rapidly, having immense bodies of ore easily obtained near the surface.

THE TUNNEL AT LIBBY PRISON.

The March Century will contain the story of "Colonel Rose's Tunnel at Libby Prison," told by one of the one hundred and nine Union officers who escaped on the night of February 9, 1864. The successful construction of this tunnel, dug from a dark corner of the cellar of the prison, through fifty feet of solid earth—the only tools being two broken chisels and a wooden spittoon in which to carry out the dirt—was one of the most remarkable incidents of the war.

Colonel Rose, to whose indomitable will and perseverance the success of the scheme was due, is now a captain in the 16th United States infantry, and of the fourteen men who assisted him in digging the tunnel, eleven are still living. The narrative in the March Century, which is illustrated, forms one of the untechnical papers supplementing the War Series, and it is said to be one of the most romantic records that the Century has ever printed.

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TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARCTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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H. M. HANNA, - - - - - - Cleveland, O.
THOMAS WILSON, - - - - - Cleveland, O.
A. W. COLTON, - - - - - - Toledo, O.
JAMES MILLEN, *Vice President*, - Detroit, Mich.
EBER WARD, - - - - - - Detroit, Mich.
JAMES DAVIDSON, - - - - - Bay City, Mich.
JOS. AUSTRIAN, - - - - - Chicago, Ill.
W. M. EGAN, - - - - - - Chicago, Ill.
IRA H. OWEN, *Vice President*, - - Chicago, Ill.
R. P. FITZGERALD, - - - - - Milwaukee, Wis.
DAVID VANCE, - - - - - - Milwaukee, Wis.
ALEX MCDOUGALL, - - - - Duluth, Minn.
FRANCIS ALMY, *Secretary*, - - Buffalo, N. Y.
JAS. CAREY EVANS, *Treasurer*, - Buffalo, N. Y.

MARINE RECORD—OFFICIAL PAPER.

PLACE OF ANNUAL MEETING.

BUFFALO, February 11, 1888.

There was such difference of opinion at the meeting of the board of managers this morning, as to the most desirable place for the annual meeting, that the secretary was instructed on motion of Captain W. P. Henry to ask all the managers, by mail for their views, and especially as to whether the coming meeting should be at Buffalo or Detroit. It is contended on the one hand that inasmuch as the headquarters of the association, and its administratitive officers, are at Buffalo, this should be the place of the annual business meeting; on the other hand that the association is not a local Buffalo affair, that there is danger of its being regarded so, that the very best way to avoid this evil is by having the annual meeting occasionally at some port other than Buffalo and that Detroit is the most central place for such purpose.

As it is desired that the meeting shall take place this month, if possible, kindly let me know at once which course you think it better that we should this year pursue.

By order of the board.

FRANCIS ALMY, Secretary.

The annual meeting of the members of the Lake Carriers' association will be held at March 9th 1888.

The president will submit a report showing the work of the association during the year. A new board of managers will be elected, and other important business will come before the meeting.

Members are urged to make an effort to be present, and to bring with them other vessel owners. All vessel men are cordially invited to attend, whether members of the association or not.

Very sincerely yours,
S. D. CALDWELL, President.

WASHINGTON NEWS.

Mr. Whiting writes from Washington, to the secretary of the Lake Carriers' Association, as follows: "Soon after receipt of yours of the 10th relative to the proposition to build a bridge over canal entrance to Duluth harbor, I had a telegram from Mr. E. F. Dodge, general freight agent of St. Paul & Duluth R. R., on same subject, and to-day sent you and him a copy of said bridge bill, and wired Mr. Dodge, as follows: 'The question of a bridge across the canal entrance at Duluth has been referred to Captain Quinn, United States engineer at Duluth, and awaits his report. You should interview him, and protest against such obstruction.'"

We have not yet received the bill referred to, but print this week a number of other important bills affecting vessel interests, received through the Lake Carriers' Association. A number of the longer bills we have been obliged to abbreviate, but they can be obtained in full, by any person interested, either through Mr. J. T. Whiting, Ebbitt House, Washington, or by application to congress direct. These bills, with many others, are under consideration by the Lake Carriers' Association, and some of the more important will probably be discussed at their annual meeting. We call special attention to house bills 6135, 1527, 1905, and senate bills 460, 1448, 1517, and 1821.

House bill 6135 punishes with imprisonment for from six months to a year any owner, agent or master who compels any licensed officer of a steam vessel to be on duty more than twelve hours out of each twenty-four. This places a master completely at the mercy of his officers, in any prolonged emergency. He can not, no matter what the circumstances, or how necessary for the safety of the ship, cargo, and crew, require them to do any service outside of their two six hour watches. The bill is being strongly pressed before the house committee on commerce. It is introduced by Mr. Tarsney, of Michigan, at one time a lake engineer.

House bill 6948, which we have not yet received, was introduced February 10 by Mr. Nutting, of Oswego, N. Y., and is designed to prevent the overloading of vessels on the great lakes. It is introduced by the following sweeping resolutions:

Mr. Nutting, of Oswego, N. Y., by unanimous consent submitted the following resolution; which was read, and referred to the committee on merchant marine and shipping:

WHEREAS, at a convention of seamen held at Toledo, Ohio, January 1888, delegations were present from Chicago, Milwaukee, Detroit, Toledo, Cleveland, Buffalo and Oswego, and said delegations represented more than 5,000 seamen of the great chain of lakes; that said convention passed the following preamble:

'WHEREAS, seventy-three vessels, aggregating a tonnage of 20,678 tons and valued with cargoes at $2,500,000, together with two hundred and four lives, were lost on the great lakes during the season of 1887; and

"WHEREAS, the two hundred and four lives lost, with the vessels mentioned, caused such an intense feeling of indignation throughout the country that the press was loud in its denunciation of underwriters and the incompetency of Government inspectors; and

"WHEREAS, as is well known, a majority of vessels lost on the great lakes during the season of 1887 were rendered unseaworthy by being loaded beyond their carrying capacity, thereby causing them to founder and carry to the bottom with them, in most cases, the entire crew, and as a consequence, leaving widows and orphans destitute of their natural protectors:" therefore,

Resolved, that the secretary of the treasury of the United States be, and he is hereby requested, if consistent with the public good, to transmit to this House all information in custody of said department in regard to the matters and things set forth in said preamble; and said secretary is requested to state whether there is any rule, order, or regulation of the treasury department the enforcement of which would prevent the overloading of vessels with freight, and as to whether there is any law or laws in force regulating the quantity of freight vessels on the great lakes shall carry.

Mr. Nutting also, by unanimous consent, introduced a bill (H. R. 6948) to prevent the overloading of vessels and boats on the great lakes, etc.; which was read a first and second time; referred to the committee on merchant marine and shipping, and ordered to be printed.

Of course, overloading of vessels, to any dangerous degree, is directly contrary to the interests of the owners, and legislation on the subject seems hardly necessary. It should certainly be approached in some less sensational way. Mr. Whiting is trying to obtain from the life saving service bureau, some information as to the loss of life and property on the lakes through the season of 1887, that will aid in refuting the charges made in the preamble and locate the disasters to their true causes.

THE IRA H. OWEN.

The following letter explains itself:

CHICAGO, February 8, 1888.

Mr. John F. Pankhurst, General Manager of the Globe Iron Works Compeny, Cleveland, Ohio.

DEAR SIR: The following is a wheel record of the steamer "Ira H. Owen" made by you, for five trips between S. Manitou light and Waugoschance, distance 73 miles; wheel 11 feet diameter, 14 feet pitch and 40 blade.

LOADED:

	Time.	Rev.	Rev. per '
Aug. 20	7.10	31680	72.2
Aug. 29	7.20	32733	74.4
Sept. 15	7.35	33373	73.3
Sept. 22	6.30	29343	75.2
Oct. 1	7.40	33816	73.5
Average	7.15	32196	73.7

Average speed of boat 10.6 miles per hour; slippage of wheel 14.5 per cent; I.H.P. 500.

LIGHT:

	Time	Rev.	Rev. per '
Sept. 8	6.15	27975	74.6
Sept. 17	6.35	29333	74.2
Sept. 25	7.00	30522	72.6
Oct. 5	6.00	29040	80.6
Oct. 14	5.55	28805	81.1
Average	6.21	29135	76.6

Average speed of boat 11.49 miles per hour; slippage of wheel 5.5 per cent; I.H.P. 500.

We made ten trips from Ashland to S. Chicago, distance 800 miles; carried 21100 gross tons of ore, average per trip 2110; average tons Indiana block coal per trip 130; coal consumed per ton of ore carried, 123.2 pounds; coal consumed per mile per ton of ore carried, boat run, .077 pounds or 1.23 oz. We were laboring under two disadvantages in this showing; first, the boat was 300 tons short of a load; 2nd, taking Cleveland coal at 100, Indiana block coal would run about .75; this we find by a practical test.

Yours respectfully,
E. B. CALDER, Engineer.

SAILOR BOY'S FAREWELL.

Wait, wait ye winds whilst I repeat
A parting signal to the fleet,
Whose station is at home;
Then hear a sea-boy's simple prayer
And may it oft be whispered there,
Wherever he may roam.

Farewell to father, reverend hulk,
Who spite of mettle, spite of bulk
Must soon his cable slip;
Before he's broken up I'll try
The flag of gratitude to fly
In token to the old ship.

Farewell to mother, first rate she,
Who launched me first on life's rude sea,
And rigged me fore and aft;
May Providence her timbers spare
And keep her hull in good repair,
To tow the smaller craft.

Farewell to sister, lovely yacht,
And whether she's convoyed or not
It matters naught to me;
May some kind ship a tender prove,
Well stored with wisdom, truth and love,
And take her under lee.

Farewell to George, the jolly boat,
And all the smaller craft afloat
In home's delightful bay;
When they arrive at sailing age
May wisdom be their weather gauge
To guide them on their way.

Farewell to all, on life's rude main,
P'raps he may never meet again
Through stress of stormy weather;
But may we all be found above,
Safe anchored in the port of love,
And all be moored together.

ANON.

THE SATURDAY NIGHT CLUB.

We have heretofore had occasion to refer to the monthly meetings of this club, to which no one has admittance but sworn members, and as it partakes more of the religious than secular character, a short synopsis of the proceedings will not be out of place in these columns, inasmuch as the object was to reward one of the brave defenders of the Union during the recent unpleasantness. It seems that during the fierce struggle between the North and South, our fellow townsman, Captain John Bartow, re-captured at the risk of his life the battle-scarred flag of the regiment, but by the exigencies of the war it was afterward torn from his grasp and was some years later discovered by comrade John Smith among the archives of a second-hand furniture store. Mr. Smith consulted with comrades John Thomson, Messrs. Ward & Jackson, (this is a firm name) Fred Saal, Si Clark, (about whom Col. Hinman is writing a book,) Messrs. Arthur & Boylan, (another firm name,) Louis Presley, Captain S. Stover, Capt. Wm. Morse, John Smith, Thomas Quayle and Frank Wright, and a meeting of the club was called by President John Bartow to meet at the club rooms at 8 p.m.

The minutes of the previous meeting were read and approved, after which the new business was sprung on the unsuspicious President. Mr. Thomas Quayle, in glowing, patriotic words, laden with wisdom and fierce patriotism presented to Captain Bartow the tattered flag that had been so ruthlessly torn from him after his fall on the battlefield in defense of it. Captain Bartow, notwithstanding the fact that he was overcome with emotion, responded to Mr. Quayle's presentation speech in a happy manner. (No stenographer present at this hour, but later.)

Then as a reward for his heroic service in the rescue of the grand old banner which had just been placed in his hands, and which now adorns the charter of the club-rooms, Mr. Frank Wright presented Captain Bartow with a beautiful gold-headed cane bearing the following legend:

PRESENTED TO
CAPTAIN JOHN BARTOW,
BY THE
SATURDAY NIGHT CLUB,
1888.

We can not do sufficient honor to the brave defenders of our country in the sore trial through which they passed, but will do our mite, and quote the speech as taken by our short-hand:

It has been customary, I am told, on occasions like this to testify in some way the appreciation of the party assembled for one who has by word or deed commanded their admiration and respect.

In accordance with this long established custom, it is the desire of your friends here assembled, to bestow upon you a slight token of respect and kindly regard.

We have heard how, at an early period of your existence, you rushed to your country's rescue in her hour of peril; how you fought, bled and almost died in her defense.

We cannot but respect the man whose honest patriotism caused him to sacrifice home, friends and I may say, his very future in the cause of his country. And we may admire the man whose attention to his soldierly duties, whose hard fighting and bravery gained for him distinction in the ranks, and the commendation of his superior officers.

Tis not on the battle field alone that you have won the respect and admiration of your fellows, but in business and social life as well.

You have been a "friend in need' to many; and your wise counsels and cheering words have helped many a distressed one over the rough places in life. In your social intercourse with us, your "jolly good nature," earnest endeavor to make everything pleasant and every one to feel at home, gains for you our admiration and the distinction of being a "mighty good fellow."

We believe you to be a man, a manly man, a man among men, and to be all that the assertion implies.

And now sir, in behalf of friends present, I have the honor and pleasure of presenting you with this Cane as a slight token of our regard and our esteem for you as a man and as a friend, "may you live long and prosper," be virtuous and consequently happy, is the sincere wish of every one present.

After this the club sung an anthem, lead by Mr. John Smith, and soon after adjourned.

NOTICE TO MARINERS.

COAST OF THE UNITED STATES—COAST CURRENTS, APPROACHING SANDY HOOK.

To the Editor of the Marine Record:

The preliminary investigation of the currents in the approaches to Sandy Hook by Lieutenant J. E. Pillsbury, U. S. Navy, commanding the U. S. Coast and Geodetic Survey steamer Blake, shows the following results:

Off the entrance to Vineyard, Block Island, and Long Island Sounds, there is a tidal current setting on shore with the flood and off shore with the ebb, the direction changing from one to four hours after high and low waters at Newport, R. I. Close to the openings the velocity of this tidal current is greatest, and it is stronger at the time of spring-tides than at that of neaps. Both its direction and velocity are interfered with, probably by a counter-current which sets to the westward, and which is strongest about three days after the highest declination of the moon.

In the track of the European steamers bound to Sandy Hook, the tidal influence is interfered with by the counter-current more than is the case farther inshore. The greatest velocity of current observed in this steamer track was about one knot an hour.

Inshore near the openings the greatest velocity was one and four-tenths knots, and the least was two-tenths of a knot.

In allowing for the currents, the state of the tide and the position of the moon should be taken into account.

Between Fire Island and Barnegat only a feeble current was found, generally but two or three tenths of a knot. At the time of spring-tides it increases to about one-half knot.

Although a number of stations were occupied, yet a much longer series of observations will be required to develop such full and conclusive results as will enable more specific rules regarding these currents to be formulated for the guidance of navigators under the many varying conditions which arise in practice.

The results of the preliminary examination are given to show their general bearing on the question.

Coast and Geodetic Survey Office, Washington, D. C., January 9, 1888.

F. M. THORNE, Superintendent.

NOTE.—To assist users of charts in keeping up to date, corrections to be applied are published monthly in "Notices to Mariners." These can be obtained free of charge, on application, from the agents of the U. S. Coast and Geodetic Survey in all the principal seaboard cities of the United States, or from this office.

Pilots and masters of vessels are earnestly requested to send information of dangers, changes in aids to navigation, notices of new shoals and channels, facts of interest to mariners, and suggestions for increasing the usefulness of charts, to the "Superintendent Coast and Geodetic Survey, Washington, D. C."

OBITUARY.

JOHN NOONAN.

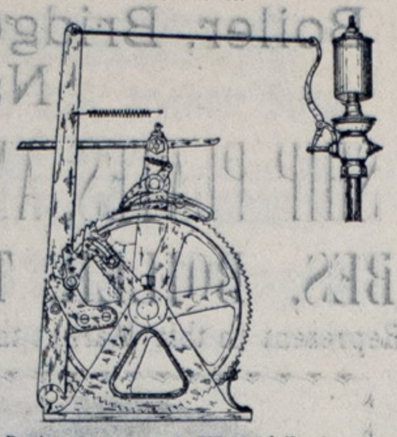
The many friends and acquaintances of Mr. John Noonan will be surprised to hear of his sudden death, from heart disease, which occurred in Chicago on Thursday night, February 9, at 12 o'clock, on the steamer George Spencer, where he was shipkeeper. The deceased was well known all over the lakes as being industrious and steady, a good steamboatman, and excellent pilot. He was in the employ of the Union Steamboat Co. for years. He had been mate of the Jas. Fiske, Jr., Dean Richmond, and other steamers of that line. Also, had been mate on Ward's line of steamboats. The last few years he sailed out of Cleveland, his last berth being mate of the steamer George Spencer. His body was taken in charge by some order, of which he was a member, and sent to Hamilton, Ontario, for burial.

WE take occasion to object to the political dailies in heading their editorials. "Hunting for Timber," for the reason that during this busy season in the ship yards, it leads us to think that it is vessel timber they are looking for, when it is only political capital they are after.

THE CHASE FOG WHISTLE MACHINE.

The dangers attending fogs on the lakes are well known to all of our sailor men, and all know that the regulations require that during fogs, a signal shall be sounded at regular intervals. Under the old system of fog signals, the service and close attention of a man was required at all times while navigating in a fog, and this service became so monotonous that Mr. Chase, engineer of the steamer Ohio, devised and patented a machine which, when attached to the engine, would sound the fog whistle automatically.

The cut shows the position of the machine and its action on the whistle.



During the season of 1887, the following named steamships "thirty in number" were supplied and equipped with our machines. The same having given entire satisfaction in each and every case, we refer with pleasure, all those interested, to the owners and masters of said steamers.

Wilson Transit Line, Cleveland, O.—Steamers Spokane, Wallula, Kasota, Tower, Yakima, Missoula, Sitka.

N. Western Transportation Co., Detroit, Mich.—Steamers Fayette Brown, R. J. Hacket, Forest City.

Cleveland Transportation Co., Cleveland, O.—Steamers Sparta, Havanna, Vienna, Townsend.

Bradley Transportation Co., Cleveland, O.—Steamers City of Cleveland, Henry Chisholm, Superior, E. B. Hale, M. B. Grover, J. S. Fay, R. P. Ranney.

H. H. Brown, Cleveland, O,—Steamers Smith Moore, Chas. J. Sheffield.

Owen line, Chicago, Ill.—Steamers Ira H Owen.

Cambria, Outhwaite, Saml. Mather, R. R. Rhodes, Columbia, Aurora.

The machine is at all times under the control of the captain. That is if it is necessary that a signal shall be given to a passing steamer, or for any other purpose; the moment the captain pulls his wire, the fog whistle machine is thrown out of gear and will not resume its sounding until it is permitted to do so by the master.

Mr. G. C. Barnes, of this city has been to Washington to present the merits of the fog whistle machine to the board of supervising inspectors of steamboats, now in session there, and is well pleased with the results of his mission.

Following is the report presented by the committee.

To the President and Board of Supervising Inspectors of Steam Vessels.

Your committee to which was referred the "Chase Fog Whistle machine" beg leave to report: That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safe guard to navigation.

H. S. LUBBOCK,
GEO. H. STARBUCK,
W. D. ROBINSON.
} Committee.

The manufacturers are the Chase Fog Whistle Machine Co., corner of Elm and Spruce streets, Cleveland, O.

THE SAULT LINE.

General W. D. Washburn, president of the Soo road, in an interview on the probable effect on American roads with Canadian connections of the amendment to the interstate law proposed by General James S. Wilson said. This amendment provides that all contracts and agreements as to rates made between American and foreign roads shall be open. General Washburn does not attach much importance to the amendment, as it seems to be a sporadic idea of Wilson himself. If, however, it should prove that the trunk lines were behind it, the Soo road, the Manitoba, the Michigan Central, the Chicago and Grand Trunk, and other American roads which have Canadian connections would unite in presenting to congress a remonstrance based on the immense interests involved. He could not see how it was possible for congress to control in any way rates made by Canadian roads, even though they were parts of through rates between two points, both within the United States. The Lehigh valley line has made an alliance with the Soo road and will build two steel steamers to ply between Buffalo and Gladstone, Mich., the Soo road's lake port. These will carry coal westward and flour eastward. The alliance is considered one of the most important yet made by the new line, as it will furnish Minneapolis with coal at Gladstone instead of via Duluth, as heretofore.

[*Around the Lakes Continued from 1st Page.*]

BUFFALO.

Special to the Marine Record.

At R. Mills & Co.'s shipyard and drydocks nearly 200 men are employed building a new steamship and doing repairs on several steambarges and sail vessels. The following are the dimensions, etc., of the new steamship: Length over all, 267 feet, beam 40 feet, hold 22½ feet. Her main keelson is 18½ inches square, side keelsons 8 and 9 by 14 inches. On each side of the main keelson there is a steel strap running from stem to stern-post 18½ inches wide by ¾ths inch thick, through bolted through the keelson. The bilge keelsons are 9, 8, and 7 inches, all edge-bolted. Floor timbers 8 and 6 inches without buts, extending from bilge to bilge, 20 inches in the throat, garboard strake 6 inches. Bottom plank around turn of bilge 5 inches, topsides 4 and 5 inches, ceiling 4 inches, clamps 5 inches, all edge-bolted with 1-inch iron. Her main cord of steel is 15 by ¾ths, diagonal steel strapping 4½ by 9-16ths, inside steel arch on ceiling 15 by ¾ths. Her bilge through fastening is 1-inch iron, all other through fastening is ⅞ths iron. Her engine which has been built at H. G. Trout's King Iron Works, is a fore and aft compound, 28 by 50 by 48 stroke, and she will have a Trout wheel 12 feet diameter. Her two steel boilers, built by M. Riter, Eagle Boiler Works, are 9½ feet shell, 16 feet long, 17½ feet long on the top; thickness of shell ¾ths inch; inside of boilers of best fire box iron; outside water bottom of iron one inch thick; the boilers to be allowed 131 pounds of steam. She will have a steam windlass and capstan forward and steam capstan aft, which will be supplied by the American Ship Windlass Co., and a Williamson's steam steerer. She will be finished and furnished with the best, and her ourfit will be very complete. She will carry four masts, and if not sold will be named the Robert Mills.

The steambarge Araxes is in drydock. Her overhead arches have been taken out, and steel arches, 18 by ¾, put in. Her bottom has been sheathed all over with ship-felt and covered with 2-inch planking. Considerable other work is being done upon her, the whole to cost $5,000, and about $1,000 worth of work will be done on her machinery and boiler. The steambarge A. Weston, of Tonawanda, has received new inside steel arches 18 by ¾ths inches, also, a steel sleeve with wings for her rudder, and refastening and recalking all over. The steambarge Jas. P. Donaldson, which took fire last fall, has had her boiler house and cabins reinstated, at a cost of about $2,000. The schooner Sweetheart is receiving calking, pointers and repairs, amounting to $1,000 The steamer D. J. Foley is receiving an overhauling, which will cost $2,000. General repairs are being done on the schooner Brightie, barge American Giant, and propeller John Pringle.

At the Union Drydock Co.'s shipyards and drydocks some 500 men are employed. The fine steel steamship Chemung is drawing toward completion, and will be ready to launch in two or three weeks. She is 350 feet in length over all, 41 moulded beam, 25½ feet depth of hold. She will have a triple expansion engine, 28 and 42½ and 74 by 64, built by the Quintard Iron Works, New York, and six steel boilers, 11½ by 11½, built by the Lake Erie Boiler Works, Buffalo. The Chemung is sister ship to the Owego, recently launched at this shipyard, and will be fitted out in every respect like her. The propeller Delaware, of the Anchor line, has received repairs to damage done her when she went ashore last fall. The propeller Conestoga is in drydock receiving steel arches, also, the propeller Starucca, of the Union line; and the Jay Gould, of the L. M. & L. S. Transportation Co., is being rebuilt and receiving steel arches. The propeller Gordon is receiving inside steel arches and a rebuild. The propellers Calumet and Oceanica will receive inside steel arches. The barge Susan E. Peck is receiving engine and boiler rooms and cabins, to convert her into a steambarge, and H. C. Trout is fixing the engine to be placed in her.

At H. G. Trout's King Iron Works about 200 men are employed, building engines and casting propeller wheels. They have built one fore and aft compound engine, 28 and 50 by 48 inch stroke, for the steamship building at Quayle's shipyard, Cleveland, for the Hon. Jas. Ash. One of the same description and dimensions for the steamship building at R. Mills' shipyard, Buffalo. One double compound engine, 2-22 and 2-24 by 48 inch stroke, for Frank Perew's new steamship A. P. Wright. One fore and aft compound engine 22 and 40 by 36 inch stroke, for a steamer building at Manitowoc for Seymour Bros., Manistee. They are building one fore and aft compound engine, 30, 54, by 48, for a steamship building at Cleveland, for Moore & Bartow and others. One fore and aft compound engine, 22 and 40 by 36 inch stroke, for a steamer building for Munroe, Boyce & Co., Grand Haven. One fore and aft compound engine, 24, and 44 by 42 inch stroke for Jas. Davidson, West Bay City. One fore and aft compound engine, 22 and 40 by 40 inch stroke, for the Milwaukee Shipbuilding Co. One yacht engine 15 and 28 by 24, for a steam yacht building at Geo. H. Notter's, Buffalo. They are fixing up the engine for the S. E. Peck, for Captain John Green.

The Trout wheel is creating quite a revolution, and H. G. Trout is shipping wheels to the former home of propeller wheels, New York and Philadelphia, where they have proved superior to any others manufactured, in giving more speed to and decreasing the shaking on steamers upon which they are being used. As a proof of the popularity of the Trout wheel, we need only to mention that in 1886 H. G. Trout made 102 wheels, and in 1887, 240 wheels, and so far in 1888 the sales exceed by quite a goodly number those of the preceding year to same date.

The fifteenth annual ball of the marine engineers' beneficial association, No. 1, Buffalo, held at the concert hall, Music hall building, Monday evening, February 13, was a great success, and afforded excellent enjoyment to nearly two hundred couples who danced to the music to Zimmerman's splendid band. It was a very happy party, and all present tried their utmost to make it enjoyable.

H. C Farrell, who was engineer on the Syracuse last season, was married to Annie G. Murphy at St. Joseph cathedral, Buffalo, at 9:30 on the morning of St. Valentine's day. All his engineering friends join us in wishing him and his beautiful bride many years of happiness. WILLIAMS.

MANISTEE

All classes of people were startled Monday morning by the report of the sudden death of Hon. Michael Engelmann at his residence Sunday night. He had been complaining of slight indisposition for several days, but not until Friday was he considered dangerously ill. The immediate cause of his death was pneumonia. Mr. Engelmann was one of the largest lumber and salt manufacturers in the state. Mr. Engelmann came here in 1849 a poor boy and has worked his way up until at his death, he was reputed worth a million and a quarter. He was vice-president of the first national bank here, one of the directors of the Boom Company, a large stockholder in the Water Company, a member of the firm of S. Rothschild & Co., and also of S. Babcock & Co., all of this city. He was universally known and was a public spirited man. His private charities were unbounded among the poor people of his acquaintance. The funeral will take place from his residence in this city Wednesday morning. He left a will, the executors of which are Mrs. Engelmann, his widow; Otto Kitzinger, T. J. Ramsdell and J. Babcock. He leaves a large family of children.

GODERICH.

Special to the Marine Record.

Saturday afternoon at 4 o'clock, there was a large gathering of the citizens of Goderich at the Town Hall to witness the presentation of medals, to the captain and crew of the Goderich life boat, from the American government. On the morning of Dec. 9, 1885, it was discovered that the schooner A. C. Maxwell of Cleveland, bound from Escanaba to Cleveland with iron ore, was driven on the shoals a couple of miles south of Goderich, where she lay helpless with the sea sweeping her decks. Captain Babb and his crew consisting of Dan'l McIvor, Niel McIvor, Malcolm McDonald, John McDonald, John McLean and Thomas Finn started for the wreck after several hours of heroic work, they succeeded in taking off the entire crew. Captain Babb receives a gold medal, and each of the crew a silver medal. The presentation address was delivered by the U. S. consul.

Captain John Andrews has purchased an interest in the schooner Montcalm. Captain Pat Ryan sails her the coming season. Will Morrison goes as mate.

FOR SALE.

THE SCHOONER VENTURE—Length 50 feet, breadth 15 feet, depth of hold 4 feet, capacity 45 tons; built in 1882. Address WM. FARAGHER, 38 West Clinton St., Cleveland, O.

GEO. RANDERSON & SON.
DEALERS IN ALL KINDS OF
Fresh and Salt
MEATS
Vessel Orders Promptly Filled.
Telephone 1732; 236 Detroit st.
Cleveland O,

THE SAULT APPROPRIATION.

An attempt to belittle the importance of generous appropriations by so fair-minded a paper as the Chicago Herald is unexpected. In that paper a comparison is instituted between Lake Michigan and Lake Superior, between Chicago and the present development of the territory back of it and the future development of Duluth and the territory beyond.

The Herald says justly that Chicago needs a better harbor, and for so great a city, an immediate appropriation of $7,000,000 is none too much to ask. Surely $7,000,000 would do no more than make the creek they call Chicago river into the beginning of a harbor adequate for Chicago's vast commerce. Though this section of the country is not clamorous for the improvement of Chicago river, it is conceded that it would be unfair to oppose an appropriation of so much importance to the millions of acres to which Chicago is and must remain the only port of entry.

The Herald mentions "Minneapolis, St. Paul, Duluth and Marquette" as calling loudly for the appropriation. Minneapolis pleased with the new Washburn toy is rather lukewarm just now, but let that pass. The Herald's list is incomplete. Prominent men in New York city are enlisted in the movement for improving nature's great highway; Buffalo, Cleveland and the other cities of the lower lakes speak for it; Minnesota, Iowa, Nebraska and the entire territories of the northwest are declared for it. It will not do to speak of the Sault canal whose tonnage already exceeds that of the Suez, and whose locks are choked seven months of the twelve by the product of the granaries of the west, the mines of the north and east and the factories of the east as a gateway for traffic of future importance only.

One word more. The Herald urges against the Sault enlargement that it will benefit Canada. This objection comes not well from so stout an advocate of absolute free trade as the Herald. For though it benefits Canada somewhat, does it not far more enrich all parts of the country save alone a few southern states?

No one who realizes the extent of the lake commerce will begrudge Chicago and Lake Michigan an appropriation of $7,000,000 or more. But the enlargement of the Sault canal is paramount.—Duluth News.

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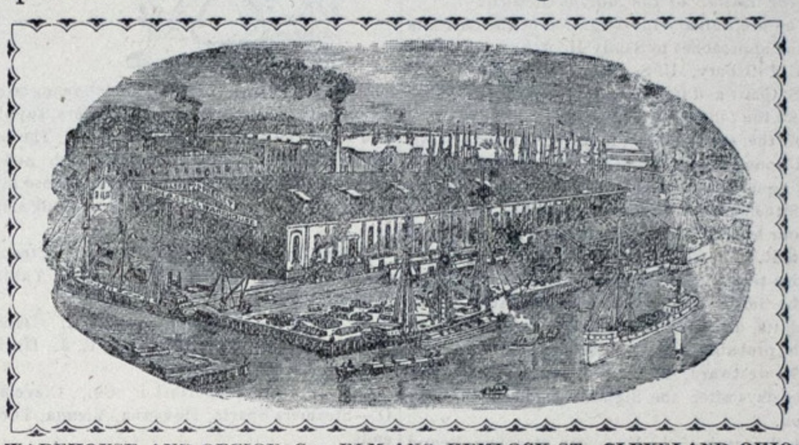

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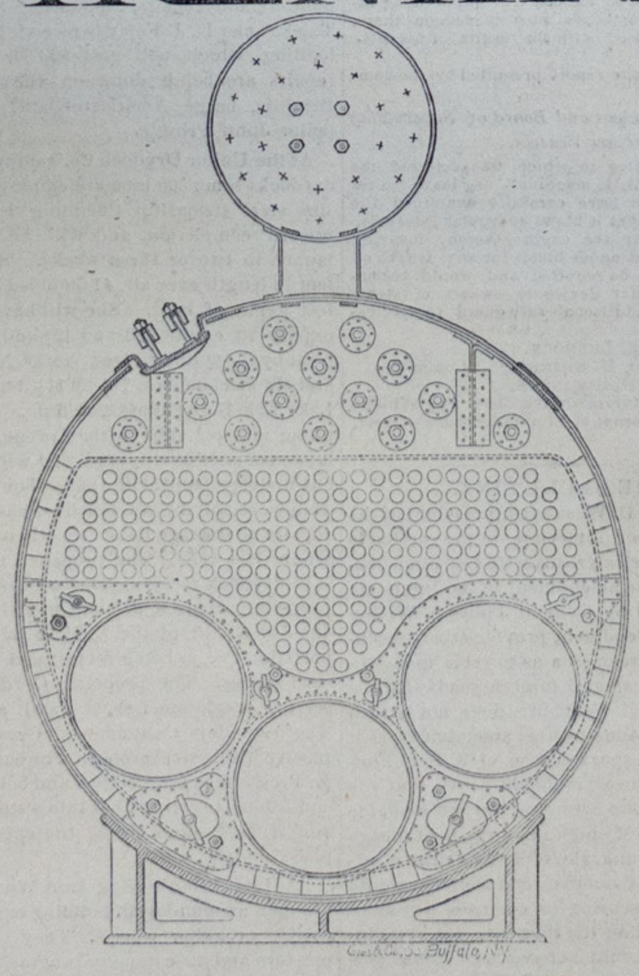

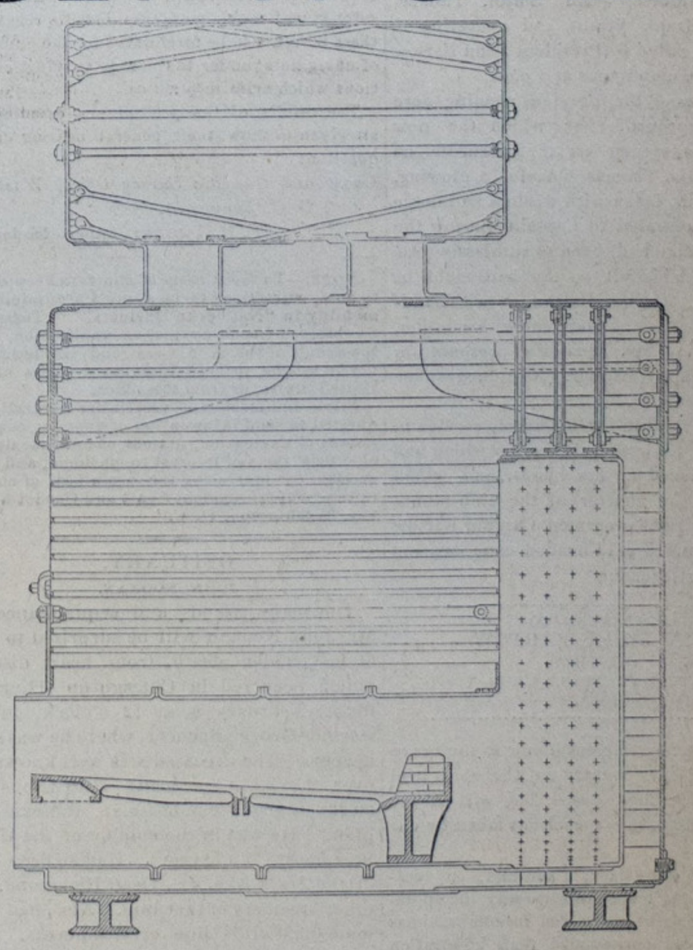

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No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
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No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
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No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
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No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
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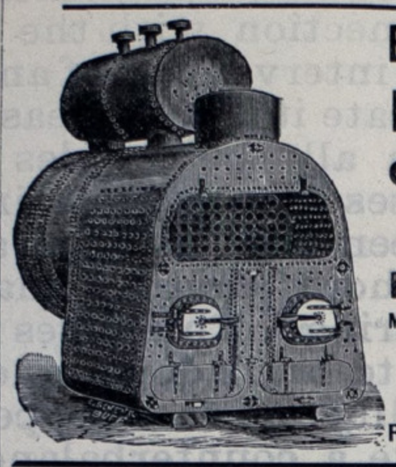

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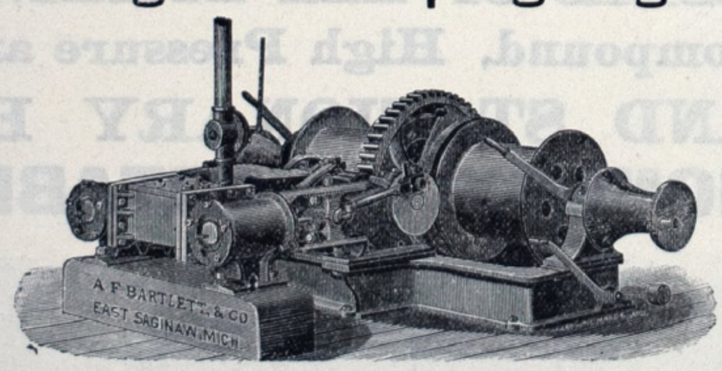

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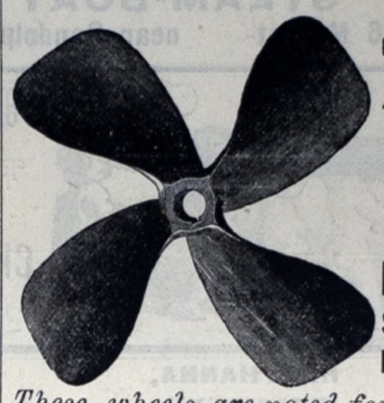

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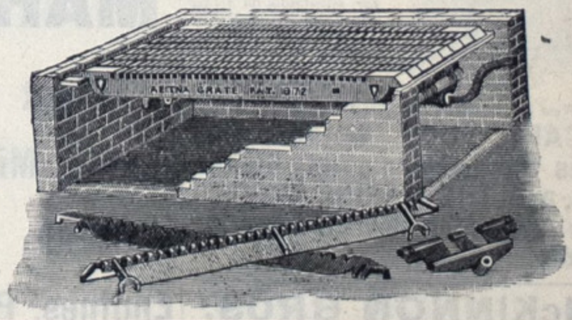

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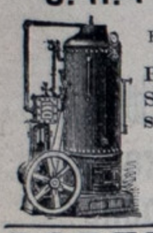

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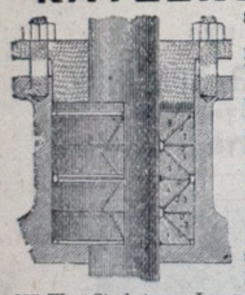

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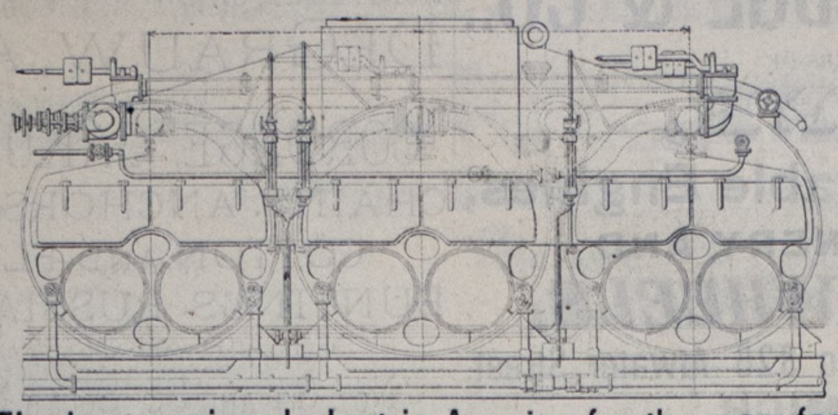

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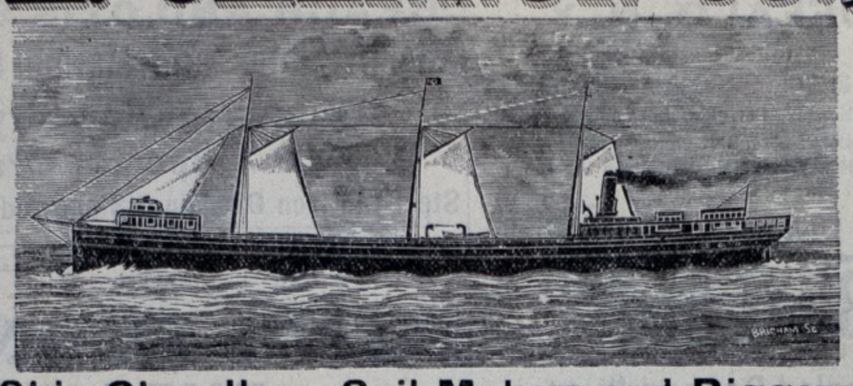

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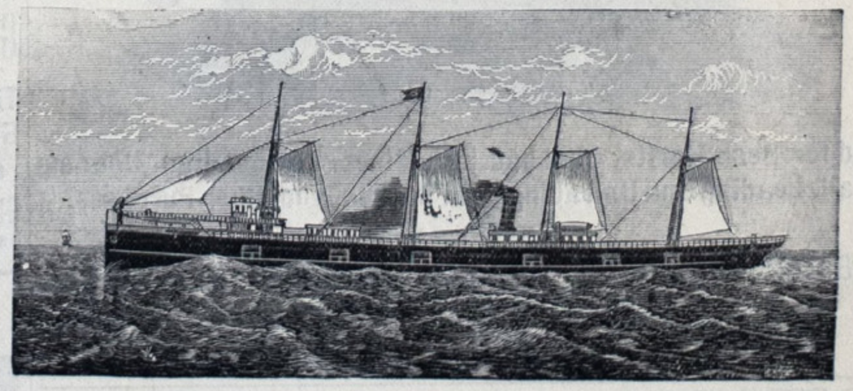

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IRON STEAMSHIPS "ONOKO," "WM. CHISHOLM," "J. H DEVEREUX," ETC.

STEEL STEAMERS "SPOKANE" "CAMBRIA," "CHAS. J. SHEFFIELD," "IRA H. OWEN," "CORSICA."

PASSENGER STEAMER "DARIUS COLE" AND STEAM YACHT "TWILIGHT."

IRON TUGS "IN- TIONAL" AND "RECORD."

OFFICE & WORKS, Spruce and Elm Streets.

IRON SHIP YARD, Old River Bed, foot of St. Paul St

CLEVELAND, OHIO.